

TO BE COMPLETED BY APPLICANT

WAC 197-11-960 Environmental checklist.

ENVIRONMENTAL CHECKLIST

Purpose of checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply." IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

A BACKGROUND

1. Name of proposed project, if applicable:

City of Auburn Development Code Update - Phase 1

2. Name of applicant:

City of Auburn

3. Address and phone number of applicant and contact person:

Planning, Building, and Community Department
City of Auburn
25 West Main Street
Auburn, WA 98001
(253) 931-3090
Attn: Chris Andersen, Senior Planner

4. Date checklist prepared:

April 16, 2009

5. Agency requesting checklist:

City of Auburn

6. Proposed timing or schedule (including phasing, if applicable):

This nonproject action is the first of two phases of a project to update the City's development code that is anticipated to be completed in Fall 2009. Phase 1 of the project is currently scheduled for Planning Commission and City Council review and one or more public hearings in May 2009, and City Council consideration and adoption in June 2009.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Nonproject action. This nonproject SEPA Environmental Checklist addresses Phase 1 of the City's development code update. Phase 1 addresses Title 17 ACC, Subdivision Code, and selected residential-related chapters of Title 18 Auburn City Code (ACC) - Zoning. Phase 2 of the project will address the update of the remaining nonresidential-related chapters of the zoning code, and will complete organizational and format changes to the code begun in Phase 1.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

City of Auburn. Final Determination of Non-Significance – 2008 Comprehensive Plan amendments. August 2008.

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City of Auburn. Final Determination of Non-Significance—2007 Comprehensive Plan amendments. August 2007.

City of Auburn. Final Determination of Non-Significance – 2006 Comprehensive Plan amendments. August 2006.

City of Auburn. Final Determination of Non-Significance – 2005 Comprehensive Plan amendments. September 2005.

City of Auburn. Final Determination of Non-Significance - 2004 Comprehensive Plan amendments. September 2004.

City of Auburn. Final Determination of Non-Significance - 2003 Comprehensive Plan amendments. October 2003.

City of Auburn. Final Determination of Non-Significance - 2002 Comprehensive Plan amendments. October 2002.

City of Auburn. Final Determination of Non-Significance - 2001 Comprehensive Plan amendments. October 2001.

City of Auburn - Auburn Downtown Plan/Final EIS. April 2001.

City of Auburn - Final Determination of Non-Significance - 2000 Comprehensive Plan amendments. October 2000.

City of Auburn - Final Determination of Non-Significance - 1999 Comprehensive Plan amendments. September 1999.

City of Auburn - Final Determination of Non-Significance - 1998 Comprehensive Plan amendments. November 1998.

City of Auburn - Addendum to the Final Determination of Non-Significance - 1997 Comprehensive Plan amendments. November 1997.

City of Auburn - Addendum to the Final Determination of Non-Significance - 1996 Comprehensive Plan Amendments. November 1996.

City of Auburn - Addendum to the Final Determination of Non-Significance - Comprehensive Plan Amendments to Comply with the Central Puget Sound Growth Management Hearings Board Decision. October 1996.

City of Auburn - Addendum to the Final Determination of Non-Significance - 1995 Comprehensive Plan Amendments. November 1995.

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City of Auburn - Final Determination of Non-Significance - Comprehensive Plan Amendments to Comply with the Washington State Growth Management Act. October 1994.

City of Auburn - Final Environmental Impact Statement - City of Auburn Comprehensive Plan: Staff Draft and Recommendations. May 1986.

City of Auburn.-Final Determination of Non-Significance - Downtown Design Study. April 1990.

City of Auburn - Final Determination of Non-Significance - Comprehensive Plan Amendments on City Expansion and Urban Growth. July 1991.

City of Auburn - Final Environmental Impact Statement: Auburn North CBD Analysis. November 1991.

City of Auburn -Final Determination of Non-Significance - Comprehensive Plan Amendments on Sensitive and Critical Lands. January 1992.

King County Parks, Planning and Resources Department - Final Environmental Impact Statement: Soos Creek Community Plan Update. December 1991.

King County Parks, Planning and Resources Department - Final Supplemental Environmental Impact Statement: Countywide Planning Policies Proposed Amendments. May 1994.

King County Parks, Planning and Resources Department - Supplemental Environmental Impact Statement: King County Comprehensive Plan. July 1994.

Pierce County, Department of Planning and Land Services - Proposed Lakeland Hills South Mining and Reclamation Plan and Planned Community Development: Final Environmental Impact Statement. July 21, 1992.

Pierce County, Department of Planning and Land Services - Comprehensive Plan for Pierce County, Washington: Final EIS. September 20, 1993.

Pierce County, Department of Planning and Land Services - Final Supplemental EIS for the Comprehensive Plan for Pierce County, Washington. June 1994.

Puget Sound Council of Governments - Final Environmental Impact Statement - Vision 2020: Growth Strategy and Transportation Plan for the Central Puget Sound Region. September 1990.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

There are no other pending governmental approvals for development code updates in the City at this time. There will be a subsequent phase to the development code update project that will address nonresidential uses and processes and procedures related to subdivisions and zoning.

10. List any government approvals or permits that will be needed for your proposal, if known.

The City of Auburn Planning Commission will hold a public hearing on the proposed development code update amendments addressed in this environmental checklist and will forward a recommendation to the Auburn City Council. The City Council may or may not hold a public hearing prior to taking action adopting, adopting in part, or not adopting the amendments.

Although not an approval or permit, the proposed amendments are also subject to the 60-day State Agency review process pursuant to RCW 36.70A.106.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The proposal is Phase 1 of the City of Auburn Development Code Update. Phase 1 addresses the update of the City's subdivision code (Title 17 ACC), and selected residential-related chapters of the zoning code (Title 18 ACC).

The goals of phase 1 of the Development Code Update project include:

- Improve development code readability and ease of use
- Update technical content to address known issue areas and better support the City's development review and quasi-judicial decision process
- Ensure development code and design standards are coordinated and consistent with Auburn's Comprehensive Plan and other state land use and environmental requirements

Specifically, the proposal does the following:

Reorganizes and updates language in Title 17, Subdivision code, to create a more logical flow in the regulation and reflect changes in state law, and reduces redundancy, adds or modifies definitions. The proposal includes new binding site plan and cluster subdivision chapters consistent with City Comprehensive Plan goals. The update also provides a new section of code that includes requirements for neighborhood circulation plan for all new subdivisions to address City goals and policies related to circulation.

The proposal adds new user guides that explain the purpose and organization of code sections for both Title 17, Subdivision, and Title 18, Zoning.

The proposal revises Chapter 18.02, General Provisions, of the Zoning code to include more detailed information on zoning code interpretation rules, updating definition of zones consistent with the updates envisioned in Chapter 18.06 below, and adding clarity to other portions of the chapter.

The proposal revises Chapter 18.04, Definitions to clarify existing definitions, add definitions for terms currently undefined in the code, deletes or removes terms not currently in use in the code, and adds illustrations where appropriate to help users understand concepts being defined.

The proposal combines existing residential zoning chapters ACC 18.08 through ACC 18.18 into a single chapter ACC 18.06, renames and re-orientes residential zones to a density-based system, adds a new zone RS-16 to accommodate a gap in the zoning densities allowed by existing zones and to provide a transition in zoning intensities. The new chapter also revises the format and layout of residential zones to include more information in tables (tabular format), and revises the residential uses and development standards consistent with City Comprehensive Plan goals and policies relating to the types and intensities of uses and development allowed in the various categories of future land use designations. The updated residential zones chapter also addresses concerns related to what uses are allowed as conditional uses in single-family residential zones. Some existing content from the residential zone chapters was moved to Chapter 18.04 (see above), where it appeared to be more of a definition, or moved to Chapter 18.31 (see below) where it appeared to be detailed development standards related to a particular use or performance standards. See Table 1 below for translation of zones from current designations to new designations.

Table 1 Current and Proposed Zones

Current Zones	Proposed Zones
RR (Rural Residential)	RC (Residential Conservancy)
RS (Single Family Residential)	RS-1 (Single Family Residential – 1 dwelling unit per acre)
R-1 (Single Family Residential)	RS-5 (Single Family Residential – 5 dwelling units per acre)
R-2 (Single Family Residential)	RS-7 (Single Family Residential – 7 dwelling units per acre)
R-3 (Two Family Residential)	RM-10 (Residential Multiple Family – 10 dwelling units per acre)
R-4 (Multiple Family Residential)	RM-20 (Residential Multiple Family – 20 dwelling units per acre)
R-MHP (Residential Manufactured Home District)	R-MHC (Manufactured/Mobile Home Community Zone)

Note: The proposal also includes establishing a new multi-family residential zone (RM-16, 16 dwelling units per acre). The proposed new RM-16 zone would not be designated for specific properties as part of this proposal, but would be available for potential future citizen-initiated or City-initiated rezone actions.

The proposal moves Residential Manufactured Home Park (R-MHP) from ACC 18.20 to ACC 18.08, and updates the code for consistency with the format of the residential code update that occurs in ACC 18.06. The proposal also addresses updates to terminology requested by staff to help with implementation of the code and maintaining consistency with state law.

The proposal creates a new chapter of the zoning code (Chapter 18.25) relating to infill residential development. This new chapter addresses City goals and policies relating to facilitation of infill development. The code section allows for variance in pre-established development standards within limits, in exchange for the provision of development types in locations where the City wants to encourage infill development.

The proposal combines existing ACC chapters 18.48, Supplemental Development Standards and 18.58, Performance Standards into a single zoning code chapter, ACC 18.31, Supplementary Regulations. Portions of code that address standards related to a specific use, type of development, or more general performance standards are included in this new chapter. The draft chapter includes sections of code moved from Chapter 18.04 definitions that are more special development standards rather than definitions (for example, microcell standards), and sections of special use development standards that were moved from residential zones because they are too long and detailed for the new tabular format of the residential zoning code. This chapter also includes new section governing cottage housing developments.

The proposal creates a new Chapter 18.49, Flexible Development Standards to create a system of flexible development for residential and mixed-use development. The draft proposal creates an series of eligibility criteria that a potential development must meet and which outlines the public benefit that is to be received in exchange for modifying development standards. A place-holder has been included for adding a flexible non-residential development standards section to the code chapter.

The proposal adds a new Chapter 18.51, Density Recognition, to the zoning code which establishes the features of land that are and are not included in density calculations under the new density-based residential zoning noted in Chapter 18.06 above, includes a density bonus provision to the zoning code, and conditions under which density bonuses are allowed.

The proposal combines Chapters 18.45, Lea Hill District, and 18.45A, West Hill Annexation Area, into a new Chapter 18.21, Residential Overlays, to replace the existing Lea Hill and West Hill zoning designations with Lea Hill and West Hill overlays. Chapter 18.21 also establishes an overlay for the Urban Separator designation contained in the City's Comprehensive Plan.

The proposal includes updated cross-references and an updated zoning map to implement the proposed amendments to Titles 17 and 18 noted above.

- 12. Location of the proposal.** Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

This is a nonproject action located in the City of Auburn municipal boundaries and potential annexation areas (PAAs).

B ENVIRONMENTAL ELEMENTS

1. Earth

- a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other**

The City of Auburn is characterized by a relatively flat valley floor bordered by steep hillsides and upland plateaus overlooking the valley. See Section D, Nonproject Action.

- b. What is the steepest slope on the site (approximate percent slope)?**

The slopes vary in the city and PAA areas, but in some locations slopes associated with the valley walls reach 100%. See Section D, Nonproject Action.

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.**

See Section D, Nonproject Action. The valley floor is made up primarily of soils of the Oridia, Renton, Snohomish, and Briscott series. These soils are poorly drained and formed in the alluvium (river sediments) associated with the White and Green rivers. These are considered good agricultural soils, though in many areas, are not well-drained. There is no designated farmland within the City of Auburn.

The hillsides and plateaus are made up of primarily Alderwood associated soils and a small amount of Everett associated soils (U.S. Department of Agriculture, 1973). Alderwood soils are moderately well drained gravelly sandy loams 20-40 inches deep. Beneath these soils is glacial til with low permeability. Roots penetrate easily to the hardpan layer. Runoff potential is slow to medium. Erosion and slippage hazard is moderate, ranging to severe on steeper slope phases. The Everett series consists of somewhat excessively drained soils that are underlain by very gravelly sand. These soils formed in very gravelly glacial outwash deposits under conifers. They are found on terraces and terrace fronts and are gently undulating to moderately steep.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.**

See Section D, Nonproject Action. Many factors affect slope stability including soil type, parent material, slope and drainage. These factors can be further affected by human intervention such as slope alteration, and vegetation removal. The city has identified categories of geologic hazard areas and inventoried these areas. Maps of the erosion and landslide hazard areas are provided as Maps 9.6 and 9.7, respectively in the City's Comprehensive Plan.

- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.**

See Section D, Nonproject Action. Not applicable. The proposed amendments to Title 17 and 18 are non-project actions, no site alteration, construction, or earthwork is proposed.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?**

See Section D, Nonproject Action. Not applicable. The action does not involve site specific development proposals.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:**

See Section D, Nonproject Action. This is a non-project action, no site specific erosion control is proposed. However, the existing comprehensive plan includes numerous policies to reduce or control erosion through the use of best management practices, landscaping requirements, limitations on alteration of steep slopes and other critical areas protections. Impacts to earth will be identified and, if necessary, mitigated during the development review process as specific development proposals are made that might be associated with these plan amendments.

The city also has adopted a City Design Standards Manual and a City Construction Standards Manual that address erosion impacts (ACC Chapter 12.04 as referenced by ACC 15.74).

2. Air

- a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

3. Water

a. Surface:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

Citywide nonproject action - See Section D, Nonproject Action. The major bodies of water within Auburn are the Green River, the White River, Mill Creek, Bowman Creek, and White Lake. The city has conducted an inventory of wetlands within the city limits. These are

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shown on Map 9.3 of the City's Comprehensive Plan. Shorelines of the State are reflected in Auburn's recently adopted revised Shorelines Master Program in June 2008.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) of the described waters? If yes, please describe and attach available plans.**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

See Section D, Nonproject Action. Not applicable. This is non-project action.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**

See Section D, Nonproject Action. Not applicable. This is non-project action.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

See Section D, Nonproject Action. Several areas within Auburn lie within the 100-year floodplain of the Green or White River and Mill Creek. The 100-year floodplain areas as well as frequently flooded areas (as defined by the City of Auburn Public Works Department) are shown on Map 9.4 of the City's Comprehensive Plan.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

See Section D, Nonproject Action. Not applicable. This is non-project action.

b. Ground:

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.**

See Section D, Nonproject Action. Not applicable. This is non-project action.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

See Section D, Nonproject Action. Not applicable. This is non-project action.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

See Section D, Nonproject Action. Not applicable. This is non-project action.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.**

See Section D, Nonproject Action. Not applicable. This is non-project action.

- d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:**

See Section D, Nonproject Action. Not applicable. This is non-project action.

4. Plants

- a. Check or circle types of vegetation found on the site:**

☒ deciduous tree: alder, maple, aspen, other
☒ evergreen tree: fir, cedar, pine, other
☒ Shrubs
☒ Grass
☒ Pasture
☒ crop or grain
☒ wet soil plants: cattail, buttercup, bulrush, skunk
cabbage, other
☒ water plants: water lily, eelgrass, milfoil, other
☒ other types of vegetation

See Section D, Nonproject Action.

- b. What kind and amount of vegetation will be removed or altered?**

See Section D, Nonproject Action. However, in general urban development can result in the removal or alteration of vegetation. City standards address critical areas protection, e.g. wetlands, and landscaping.

- c. List threatened or endangered species known to be on or near the site.**

See Section D, Nonproject Action. None known at this time.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:**

The City Comprehensive Plan includes policies on retaining vegetation, ACC Chapter 15.74 governs tree and vegetation retention, and the City's landscaping regulations (ACC 18.50) govern landscaping within the City. See Section D, Nonproject Action. This is a non-project action.

5. Animals

- a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:**

_____ hawk, heron, eagle, songbirds, other: geese, ducks,
crows, etc.
_____ mammals: deer, bear, elk, beaver, other: urban
animals such as dogs, cats, squirrels, rodents,
_____ opossums, raccoons, etc. are also present in the city
_____ fish: bass, salmon, trout, herring, shellfish, other:

See Section D, Nonproject Action.

- b. List any threatened or endangered species known to be on or near the site.**

See Section D, Nonproject Action. There are nesting/breeding sites of bald eagles, great blue herons and green back heron within Auburn as shown on Map 9.2 of the City's Comprehensive Plan. The Environmental Impact Statement for the Auburn Thoroughbred Racetrack indicates that peregrine falcons, bald eagles, and the Aleutian Canadian Goose have been seen in the Auburn area.

Chinook salmon are currently listed as a threatened species by the National Marine Fisheries Service (NMFS). Bull trout are also listed. Chinook salmon are known to use the Green and White Rivers.

- c. Is the site part of a migration route? If so, explain.**

See Section D, Nonproject Action. Auburn is a portion of the Pacific Flyway for migratory birds.

- d. Proposed measures to preserve or enhance wildlife, if any:**

The City's Comprehensive Plan includes policies that encourage preservation of wildlife habitat and environmental features supportive of wildlife habitat. In addition, the City's critical areas regulations (Chapter 16.10 of the ACC) offers protection for critical wildlife habitat, among other things. See Section D, Nonproject Action. This is a non-project action.

6. Energy and natural resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

- c. **What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

7. Environmental health

- a. **Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

- 1) Describe special emergency services that might be required.**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

- 2) Proposed measures to reduce or control environmental health hazards, if any:**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

8. Noise

- a. **What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

- b. **What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

- c. **Proposed measures to reduce or control noise impacts, if any:**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

9. Land and shoreline use

- a. **What is the current use of the site and adjacent properties?**

See Section D, Nonproject Action. The City contains a variety of land uses including residential, industrial, commercial, open space, and public land uses.

- b. **Has the site been used for agriculture? If so, describe.**

See Section D, Nonproject Action. Much of Green River Valley and the City of Auburn were used for agriculture at some time in the past. Over the last several decades, rapid growth in the area resulted in much of the agricultural land converting to urban uses. No land within the city is designated as agricultural in city plans or zoning code, though some parcels continue to be farmed.

c. Describe any structures on the site.

See Section D, Nonproject Action. Structures within the city and Potential Annexation Areas (PAA) range from small single family detached homes to large industrial and warehousing facilities. Properties subject to plan map amendments range in use, as examples, from vacant land, schools, residential, commercial to those that appear as primarily wetlands.

d. Will any structures be demolished? If so, what?

See Section D, Nonproject Action. Not applicable. This is a non-project action.

e. What is the current zoning classification of the site?

See Section D, Nonproject Action. City zoning districts include: RR (Rural Residential); RS (Single Family Residential); R-1 (Single Family Residential); R-2 (Single Family Residential); R-3 (Two Family Residential); R-4 (Multiple Family Residential); R-MHP (Residential Manufactured Home District); RO (Residential Office); RO-H (Residential Office-Hospital); CN (Neighborhood Commercial) C1; (Light Commercial); C2 (Central Business District); DUC (Downtown Urban Center Zone); C3 (Heavy Commercial); M1 (Light Industrial); EP (Environmental Park District); M2 (Heavy Industrial); BP (Business Park); LF (Airport Landing Field); P1 (Public Use); UNC (Unclassified Use); I (Institutional Use); LH (Lea Hill); PUD (Planned Unit Development); Lakeland Hills South PUD; and TV (Terrace View Zoning District).

The proposal includes changing residential zones as shown in Table 2:

Table 2

Current Zone Name	Proposed Zone Name
RR (Rural Residential)	RC (Residential Conservancy)
RS (Single Family Residential)	RS-1 (Single Family Residential – 1 dwelling unit per acre)
R-1 (Single Family Residential)	RS-5 (Single Family Residential – 5 dwelling units per acre)
R-2 (Single Family Residential)	RS-7 (Single Family Residential – 7 dwelling units per acre)
R-3 (Two Family Residential)	RM-10 (Residential Multiple Family – 10 dwelling units per acre)
R-4 (Multiple Family Residential)	RM-20 (Residential Multiple Family – 20 dwelling units per acre)
R-MHP (Residential Manufactured Home District)	R-MHC (Manufactured/Mobile Home Community Zone)

Note: The proposal also includes establishing a new multi-family residential zone (RM-16, 16 dwelling units per acre). The proposed new RM-16 zone would not be designated for specific properties as part of this proposal, but would be available for potential future citizen-initiated or City-initiated rezone actions.

For the most part, the translation of residential zones from lot based zones to density-based zones results in similar zoning intensities. However, the existing R-4 zone translates from a maximum of approximately 18 dwelling units per acre to a maximum of 20 dwelling units per acre. While there are shifts in densities, the proposed density based approach is consistent with policies LU-14, LU-17, and LU-18 of the City's Comprehensive Plan. See Section D for more on the proposed translation of residential zones.

f. What is the current comprehensive plan designation of the site?

See Section D, Nonproject Action. A Comprehensive Plan map of the City is contained in the City's Comprehensive Plan and includes 13 different plan designations. The new zones continue to implement the existing Comprehensive Plan designations.

g. If applicable, what is the current shoreline master program designation of the site?

See Section D, Nonproject Action. Portions of the City along the Green and White Rivers fall under the Shoreline Master Program. A map of the shoreline designations for those areas is Map 9.1 of the City's Comprehensive Plan. Shorelines of the State are reflected in Auburn's recently adopted revised Shorelines Master Program in June 2008.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

See Section D, Nonproject Action. Not applicable. This is a non-project action. However, areas of the city do contain sensitive areas and the regulation and protection of sensitive areas are addressed through the city's critical areas ordinance.

i. Approximately how many people would reside or work in the completed project?

See Section D, Nonproject Action. Not applicable. This is a non-project action and no specific development is proposed.

j. Approximately how many people would the completed project displace?

See Section D, Nonproject Action. Not applicable. This proposal is a non-project action and no specific development is proposed.

k. Proposed measures to avoid or reduce displacement impacts, if any:

See Section D, Nonproject Action. Not applicable. This proposal is a non-project action and no specific development is proposed.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

See Section D, Nonproject Action. This proposal is to amend the City of Auburn Zoning and Subdivision Codes as described in response to the environmental checklist application question A.11 above. The proposed amendments are consistent with Comprehensive Plan policies as described above and in Section D.

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Also, the proposed amendments are circulated to State agencies for a State Agency review process in accordance with RCW 36.70A.106.

10. Housing

- a. **Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**

See Section D, Nonproject Action. Not applicable. This proposal is a non-project action.

- b. **Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**

See Section D, Nonproject Action. None. This proposal is a non-project action.

- c. **Proposed measures to reduce or control housing impacts, if any:**

See Section D, Nonproject Action. None specifically, as this is a non-project action.

11. Aesthetics

- a. **What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

See Section D, Nonproject Action. This proposal is a non-project action. Building heights within the new residential zones will be higher in the R-1, R-2, R-3, and R-4 zones compared to existing regulations. The building heights increase by 5 feet to 35 feet in the R-1 and R-2 zones; increase by 10 feet to 45 feet in the R-3 zone; and increase by 15 feet to 50 feet in the R-4 zone.

- b. **What views in the immediate vicinity would be altered or obstructed?**

See Section D, Nonproject Action. This proposal is a non-project action. However, at the time of construction, taller maximum building heights in the existing R-1, R-2, R-3, and R-4 zones may alter, obstruct, or create views.

- c. **Proposed measures to reduce or control aesthetic impacts, if any:**

See Section D, Nonproject Action. Design standards applied to multi-family development would help reduce or control the aesthetic impact of taller buildings in Auburn's multi-family zones. The proposal includes provisions for design standards for infill residential development and cottage housing development. The City also includes building setbacks and landscaping requirements within the Zoning Code that help provide transitions and buffering between uses and land use intensities. All non-exempt projects will be required to conduct project-level SEPA analysis.

12. Light and glare

- a. **What type of light or glare will the proposal produce? What time of day would it mainly occur?**

See Section D, Nonproject Action. Not applicable. This proposal is a non-project action.

- b. **Could light or glare from the finished project be a safety hazard or interfere with views?**

See Section D, Nonproject Action. Not applicable. This proposal is a non-project action.

- c. **What existing off-site sources of light or glare may affect your proposal?**

See Section D, Nonproject Action. Not applicable. This proposal is a non-project action.

- d. **Proposed measures to reduce or control light and glare impacts, if any:**

See Section D, Nonproject Action. Not applicable. This proposal is a non-project action.

13. Recreation

- a. **What designated and informal recreational opportunities are in the immediate vicinity?**

See Section D, Nonproject Action. The City of Auburn provides a full range of parks and recreational facilities. Map 11.1 of the City's Comprehensive Plan shows the location of these facilities.

- b. **Would the proposed project displace any existing recreational uses? If so, describe.**

See Section D, Nonproject Action. Not applicable. This proposal is a non-project action.

- c. **Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:**

See Section D, Nonproject Action. Not applicable. This proposal is a non-project action.

14. Historic and cultural preservation

- a. **Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.**

See Section D, Nonproject Action. Not applicable. This proposal is a non-project action.

- b. **Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.**

See Section D, Nonproject Action. Several Indian campsites have been identified along the Green and White rivers in the Auburn Thoroughbred Racetrack EIS and in preliminary work for the Army Corps of Engineers' Special Area Management Plan.

- c. **Proposed measures to reduce or control impacts, if any:**

See Section D, Nonproject Action. The flexible development alternatives, subdivision clustering, and residential infill development portions of the draft proposal include incentives for the protection of sites of historic or cultural significance.

This proposal is a non-project action. All non-exempt projects will be required to conduct project-level SEPA analysis.

15. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.**

See Section D, Nonproject Action. Figure 2-1 of the Comprehensive Transportation Plan (transportation element) shows the City's current and future classified street system.

- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?**

See Section D, Nonproject Action. Figure 4-1 of the Comprehensive Transportation Plan (transportation element) shows the location of public transit routes within the City. Also, a commuter rail station exists along the Burlington Northern Santa Fe railroad right-of-way just south of West Main Street and east of C Street SW.

- c. How many parking spaces would the completed project have? How many would the project eliminate?**

See Section D, Nonproject Action. Not applicable. This proposal is a non-project action.

- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).**

See Section D, Nonproject Action. Not applicable. This proposal is a non-project action.

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

See Section D, Nonproject Action. There is no water transportation in the Auburn area other than for recreational uses. The area is particularly well served by rail. At this time, local freight service is available. Burlington Northern Santa Fe and Union Pacific both operate freight lines within Auburn. Auburn is also a commuter rail station site for the Sounder commuter rail line between Tacoma and Seattle. Service began September 18, 2000. Amtrak trains pass through Auburn but do not stop here. The Auburn Municipal Airport is located north of 15th Street NE.

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.**

The proposal would potentially increase the total number of housing units that could be built in the City by a maximum of approximately 125 multi-family dwelling units. Based on trip generation rates provided by the Trip Generation Manual¹, this increase in housing units could result in up to approximately 875 additional trips per day, or up to approximately 80 additional trips during the PM peak hour. Most of the additional multi-family dwelling units would be expected to have only minor impacts on the transportation system. This is due to the relatively small size of the housing unit increase and the fact that it is spread out throughout

¹ Institute of Transportation Engineers. 2003. Trip Generation Manual. 7th Edition.

the city, producing additional traffic limited in volume but affecting a large number of city streets.

See Section D, Nonproject Action for additional discussion.

g. Proposed measures to reduce or control transportation impacts, if any:

See Section D, Nonproject Action.

16. Public services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

The proposal is likely to cause some increase in demand for public services and utilities due to the approximately 125 additional multi-family units that could potentially be built by the redesignation of the multi-family residential zones. The potential increase in housing units would be relatively small in size relative to the increase anticipated in the 1995 Comprehensive Plan (less than one percent) and would be spread out throughout the city. The potential increase in housing units due to the proposal is considered to be within the overall range of household increase anticipated in the City's Comprehensive Plan.

See Section D, Nonproject Action.

b. Proposed measures to reduce or control direct impacts on public services, if any.

See Section D, Nonproject Action. The comprehensive plan contains policies that seek to maintain a sufficient level of service for public services as development occurs. Also, Auburn reviews the impacts of significant development on these public services during project-level review and SEPA. Mitigation measures are required to reduce significant adverse impacts.

17. Utilities

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

All of the above utilities are available within the City of Auburn.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

This is a non-project action. However, the Comprehensive Plan includes a utilities element (as required by the Growth Management Act), which describes the utilities that serve the Auburn area and includes policies for their provision.

Also, the city actively engages in planning for public facilities. The Comprehensive Water Plan and Comprehensive Sewer Plan were adopted by the city in 2001. The Comprehensive Drainage Plan was adopted in 2002. A new six year Capital Facilities Plan was adopted in 2008 (2009-2014).

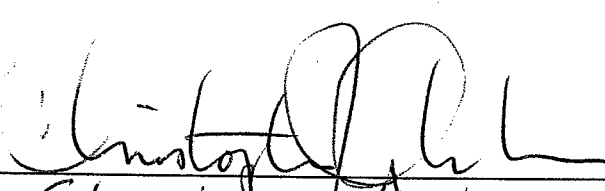
TO BE COMPLETED BY APPLICANT

These plans ensure that utility impacts are adequately monitored and evaluated on a project level and city-wide basis.

C SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____


Christopher Andersen Senior Planner
City of Auburn

Date Submitted: _____

4-22-2009

D SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(Do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment. When answering these questions, be aware of the extent the proposal or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The proposal would not be likely to increase discharge to water, emissions to air, production, storage, or release of toxic or hazardous substances; or production of noise. This nonproject action includes non-substantive amendments to City performance standards currently contained in ACC 18.58 that regulate noise, emissions to air; production, storage, or release of toxic or hazardous substances. These regulations have been moved to a new chapter entitled (ACC 18.31) Supplementary Regulations, but have not been amended.

Proposed measures to avoid or reduce such increases are:

The City of Auburn Comprehensive Plan contains provisions to reduce increases or emissions caused by new development. Emphasis in the Comprehensive Plan on reducing the reliance on the automobile for transportation should reduce the amount of emissions to the air. Policies in the Environment Chapter also provide guidance in the review of development proposals to encourage native vegetation. This supports wildlife habitat areas, particularly near streams, as the policies assist the City in addressing adverse impacts to water quality and wildlife habitat from runoff since native plantings may require less pesticide use.

Non-exempt development will be subject to SEPA requirements to evaluate and mitigate impacts related to discharges, emissions, and the release of toxic substances. Evaluation of the site specific proposals will be based on the policies of the Comprehensive Plan and appropriate mitigation will take place on a case by case basis.

City development standards including but not limited to the critical areas ordinance (ACC 16.10), shoreline master program regulations (ACC 16.08), and the City's Design Standard and Construction Standard Manuals (ACC 12.04), also provide additional protection for these types of impacts.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Generally, the proposal will not directly affect plants, animals, fish, or marine life.

The proposal to allow for cluster subdivision as an incentive in single-family residential zones, and to require cluster subdivision in the City's designated urban separator will help maintain areas of wildlife habitat and retain larger clusters of vegetation in areas of the City

where these new regulations apply. In addition, the proposed flexible development regulations include incentive for enhanced critical area buffers and/or buffer restoration as a component of allowing a certain type of residential or mixed-use development to occur.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

Generally, the adopted Auburn Comprehensive Plan and critical areas ordinance seek to protect and conserve plants, animals, fish, and marine life. SEPA environmental review of all non-exempt development is conducted to measure and mitigate impacts. Evaluation based on the policies of the Auburn Comprehensive Plan and appropriate mitigation will take place on a case-by-case basis.

Policies within the Environment Chapter also provide guidance in the review of development proposals to encourage native vegetation be used and/or retained. This should support wildlife habitat areas, particularly near streams as the policies assist the city in addressing adverse runoff impacts to water quality and wildlife habitat since native plantings may require less pesticide use.

City development standards including but not limited to the critical areas ordinance and the shoreline master program regulations also provide additional protection for these types of impacts.

3. How would the proposal be likely to deplete energy or natural resources?

Future development will use natural gas and electricity and could result in increased automobile uses. However, there does not appear to be any significant adverse increases in the use of energy or natural resources resulting from the amendments being proposed to the existing comprehensive plan over what might occur under existing plan designations

Proposed measures to protect or conserve energy and natural resources are:

None specifically, as this is a non-project action. However, in addition to the provisions of the Auburn Energy Management Plan (adopted in 1986), which encourages energy conservation in public buildings, street lighting, and recycling, the comprehensive plan places an emphasis on providing for alternative methods of travel to the automobile such as transit, walking, and biking. Additionally, the flexible development alternatives proposed in new Chapter ACC 18.49 seek to provide incentives for the development of sustainable and energy efficient residential and mixed use buildings through the provision of flexible development standards and expedited permit processing.

An environmental review under SEPA of all significant development will be conducted to measure the project impacts.

4. **How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?**

This proposal will amend the City's subdivision and zoning regulations. Taken as a whole, the increase in impacts from the previously adopted subdivision and zoning regulations on environmentally sensitive areas or areas designated for government protection are expected to be minor. Increases in development intensities in some areas are offset by inclusion of regulatory incentives for enhanced critical area buffers, critical area/buffer restoration, and similar measures in the proposed flexible development regulations, as well as open space requirements found in the draft cluster subdivision chapter of Title 17. The map amendments that translate from current lot-based residential zoning to density-based residential zoning limit increase the intensity of planned development to areas currently zoned R-4. These areas represent approximately 3.1% of the entire City's land area. Most areas zoned R-4 are located away from areas characterized by environmental critical areas.

There are no proposed changes to the City's critical area regulations which govern environmentally sensitive areas (ACC 16.10). The proposal is unlikely to affect environmentally sensitive areas or areas designated for governmental protection.

The flexible development alternative and the residential infill development portions of the draft proposal include incentives for enhancement of and/or restoration of environmentally sensitive areas in proximity to future development proposals that qualify to use them. These same provisions within the proposal include incentives for the protection of sites of historic or cultural significance.

Proposed measures to protect such resources or to avoid or reduce impacts are:

The comprehensive plan and, in particular, the critical areas ordinance (ACC 16.10), seek to protect environmentally sensitive areas (wetlands, streams, geologically hazard areas, floodplain, wildlife habitat, and aquifer recharge areas) and to reduce the impacts of development on them. The Auburn Comprehensive Plan provides for the implementation of innovative land management techniques to protect these resources. Among the innovative land management techniques, the proposal includes a flexible development alternative chapter (ACC 18.49); and cluster subdivision (Chapter 17.26) that include incentives for enhancement or restoration of critical area buffers, and/or encourage development to locate farther from critical areas than currently required by code.

SEPA environmental review for all non-exempt development will be conducted to evaluate impacts.

5. **How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?**

Land Capacity

Most of the draft proposal consists of reorganization and reformatting of the City's subdivision and residential zoning code to improve the user-friendliness of code. There are proposed amendments to uses, definitions, and development standards that could alter future development patterns and uses in some instances compared to development allowed and permitted under existing subdivision and zoning regulations.

The draft proposal includes a translation of existing City residential zones from a lot-based system of regulation to a density-based system. This revision to City residential zones also adds a new zone (RM-16) that allows up to 16 dwelling units per acre. In most cases, each zoning designation translates roughly from one system to the other at the same or similar intensity (see Table 3).

Table 3. Current and Proposed Zones

Existing Zone	Maximum Density (based on lot size requirements)	Proposed Zone	Maximum Density
RR	1 d.u./ 4 acres	RC	1 d.u./4 acres
RS	1.24 d.u./acre	RS-1	1 d.u./acre
R-1	5.4 d.u./acre	RS-5	5 d.u./acre
R-2	7.26 d.u./acre	RS-7	7 d.u./acre
R-3	12.1 d.u./acre	RM-10	10 d.u./acre
R-4	18.15 d.u./acre	RM-20	20 d.u./acre

Note: The proposal also includes establishing a new multi-family residential zone (RM-16, 16 dwelling units per acre). The proposed new RM-16 zone would not be designated for specific properties as part of this proposal, but would be available for potential future citizen-initiated or City-initiated rezone actions.

As noted in the above table, only the existing R-4 zone is expected to result in increases in the land use intensity when compared to the existing potential maximum density based on minimum lot sizes. Figure 3.1 of the Auburn Comprehensive Plan indicates that this zone represent approximately 3.1% of Auburn's overall land area, including annexations that occurred through 2008. The RS, R-1, R-2, and R-3 zones appear to allow a slightly lower intensity of development under the proposed density-based zoning system compared to the existing lot-based system.

A review and analysis of housing information the City uses for buildable lands indicates that increasing the intensity of the current R-4 zone would increase the number of residential units that could be built in the City by approximately 130 dwelling units citywide, most of which would come from redevelopment. The redesignation of the existing R-3 zone into the RM-10 zone would result in a slight decrease of approximately five to seven dwelling units. Overall, the potential increase in the number of housing units citywide would be approximately 125 multi-family households with the change in zoning intensities in the existing R-3 and R-4 zone. Increases in multi-family dwellings would likely be spread throughout the City, and in particular would likely be concentrated in the central part of Auburn.

The City's 1995 Comprehensive Plan anticipated an increase in households in the City of Auburn and its then-potential annexation areas (now mostly annexed to the City) of 17,100 households by 2010 (City of Auburn, Addendum to SEPA Checklist for SEP-0023-94, October 18, 1994, A8 and A9). The potential increase in the number of housing units that could be built due to the proposal is considered to be within the overall range of household increase anticipated in the City of Auburn Comprehensive Plan.

Overall, the change in zoning is supported by the City's Comprehensive Plan and implements the zoning intensities envisioned in the City Comprehensive Plan. These include the following land use policies in particular:

LU-17 Residential densities in areas designated for single family residential use should be no greater than 6 units per acre. These areas should be served with good transit availability (1/4 mile or less to a route with at least half hour service). Accessory dwelling units should be permitted to allow increased densities. The bulk of the single family residential community should be developed at a density of between 4 and 6 dwelling units per acre.

LU-18 Residential densities in areas designated for multiple family development should not exceed 20 units per acre. Multiple family densities should generally decrease with proximity to single family areas. Multiple family densities may exceed 20 units per acre provided they are within walking distance of 1/4 mile from regional transit facilities or are targeted to populations not requiring outdoor recreation areas and having low private automobile usage (e.g. nursing homes). These targeted developments should be located in close proximity to shopping, medical and public transportation services.

The increase in the number of multi-family housing units that could potentially be built in the City (approximately 125 dwelling units) also provides additional opportunity for infill housing, consistent with the City's Goal 12 and associated policies (see below).

GOAL 12. URBAN REDEVELOPMENT

To encourage redevelopment of underutilized areas to reduce sprawl and take full advantage of the City's investment in existing infrastructure.

Objective: 12.1 To facilitate infill development.

Policies:

LU-114 Encourage well designed infill and redevelopment projects to fully utilize previous investment in existing infrastructure.

LU-115 Reduce the consumption of undeveloped land by facilitating the redevelopment of underutilized land and infill of vacant parcels whenever possible

LU-116 Explore innovative mechanisms to encourage the more efficient use of land including density bonuses and sale of air rights

The City will monitor land capacity through ongoing buildable lands analysis and through additional project-specific and proposal-specific SEPA review.

Land Use Compatibility

All zones are proposed to be redesignated to their nearest equivalent zone in the new density-based zoning system as noted in the table shown above. The proposed new RM-16 zone would not be designated for specific properties as part of this proposal; the RM-16 would be available for potential future citizen-initiated or City-initiated rezone actions. All such future rezone actions will be required to conduct additional proposal-specific SEPA review.

Consistency with Plans and Policies

The draft proposal to update the City's subdivision code and residential portion of the zoning code is expected to encourage land and shoreline uses consistent with the City's existing plans, including the City's Comprehensive Plan and Shoreline Master Program. No amendments are being made which are inconsistent with the City's adopted plans and policies.

Proposed measures to avoid or reduce shoreline and land use impacts are:

The comprehensive plan, critical areas ordinance, and other development regulations, such as the zoning ordinance and shoreline master program, seek to protect these land and shoreline resources and to reduce the effects of development on them. An environmental review under SEPA of all future development that is non-exempt will also be conducted to evaluate a proposal's land use and environmental impacts.

The draft proposal provides fewer opportunities for development of uses that require a conditional use within single-family residential zones, consistent with City policies that encourage flexibility in development in commercial, mixed-use and higher-density residential areas, while protecting single-family residential areas from incompatible uses.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The proposal would potentially increase the total number of housing units that could be built in the City by a maximum of approximately 125 multi-family dwelling units. Based on trip generation rates provided by the Trip Generation Manual², this increase in housing units could result in up to approximately 875 additional trips per day, or up to approximately 80 additional trips during the PM peak hour. Most of the additional multi-family dwelling units would be expected to have only minor impacts on the transportation system. This is due to the relatively small size of the housing unit increase and the fact that it is spread out throughout the city, producing additional traffic limited in volume but affecting a large number of city streets.

It is recognized that some areas of the City could potentially see a higher concentration of new housing units, particularly in the Southeast part of the City. About half of the additional housing units allowed by the proposal could be created along the Auburn Way South corridor and between Auburn Way South and A Street SE. As a result, some corridors could potentially be more impacted by increases of traffic volumes: Auburn Way South; A Street SE; M Street SE; R Street SE; 17th Street SE; 29th Street SE; Ellingson Road.

² Institute of Transportation Engineers. 2003. Trip Generation Manual. 7th Edition.

Although these corridors are expected to receive a higher proportion of traffic increases due to the proposal, the traffic increases would remain relatively small and would not be likely to significantly change traffic operation conditions on these facilities. For instance, Auburn Way South carries about 32,000 vehicles per day (2007 counts reported in the City's Comprehensive Transportation Plan) and would be expected to accommodate less than 300 additional vehicles per day due to the proposal, based on trip generation rates from the ITE Manual¹ and general assumptions on trip distribution. This represents an increase of less than 1% of daily traffic volumes, which is not likely to produce a significant impact on traffic performances.

The GMA requires each local jurisdiction to identify facility and service needs based on level-of-service (LOS) standards. The City of Auburn established corridor LOS standards for all arterial and collector streets, on a scale of "A" to "F". The Comprehensive Transportation Plan adopted in 2005 indicates designated LOS standards. The corridor LOS standard is primarily LOS D with the exception of some corridors that may operate as LOS E or F, with a specified maximum travel time.

The corridors identified as likely to receive a higher proportion of traffic increases as a result of the proposal are designated with a standard of LOS D, except for Auburn Way South and 41st Street which has a standard of LOS E. The Comprehensive Transportation Plan indicates that most of these corridors would fail to meet their respective LOS standards by 2020 under all of the three alternative funding scenarios that were considered. The City is required to ensure that future development will not cause the system's performance to fall below the adopted LOS standards. To maintain concurrency, the City may opt to implement one, or a combination of, the following strategies: (1) limiting development, (2) requiring appropriate mitigation, (3) or changing the adopted standard. These required measures to enforce concurrency requirements are likely to allow the transportation system to absorb the limited amount of additional traffic generated by the proposed density increase.

If additional mitigation measures are needed, the Transportation Comprehensive Plan identifies strategies that could be applied, including:

- Transportation System Management (TSM) techniques: Rechannalization/restriping, adding turn lanes, adding /increasing number of through lanes; Signal interconnect and optimization; Turn movement restrictions; Access Management; and Intelligent Transportation Systems (ITS).
- Transportation Demand Management (TDM): Ride-sharing through vanpools and carpools; Transit use incentives; Parking management to discourage single occupant vehicle (SOV) travel; Telecommuting; Alternative work schedules; Urban design encouraging non-motorized travel through design features.

The proposal is likely to cause an increase in demand for transit services and non-motorized facilities due to the approximately 125 additional housing units that could be built in the City as a result of this proposal. The Transportation Comprehensive Plan identifies a number of measures that would ensure that increased demand is adequately served. These measures include:

- Encourage the continued development of public transit systems and other alternatives to single occupant vehicle travel, to relieve traffic congestion, to reduce reliance on the automobile for personal transportation needs, to improve route coverage and scheduling, and to ensure transit is a convenient and reliable mode option for both local and regional trips.
- Plan a coordinated, continuous network of non-motorized transportation facilities that effectively provide access to local and regional destinations, improve overall quality of life, and support healthy community principles.
- Build a safe, attractive, and interconnected non-motorized transportation system.
- Enhance and encourage pedestrian travel in Auburn
- Improve Auburn's bicycling network.

The City has adopted a six-year Transportation Improvement Program (2009-2014) that identifies projects to meet safety needs, capacity needs, access needs, projected funding. The Comprehensive Transportation Plan³ is an element of the City's overall Comprehensive Plan⁴. It is the City's long-range plan for developing its transportation system over the next 15 years. This plan helps ensure that transportation impacts are adequately monitored and evaluated on a project level and city-wide basis.

An environmental review under SEPA for all non-exempt development will be conducted to evaluate environmental impacts. One of the environmental impacts that must be addressed during the SEPA review process is traffic.

The proposal is likely to cause some increase in demand for public services and utilities due to the approximately 125 additional multi-family units that would potentially be allowed by the redesignation of the multi-family residential zones. The potential increase in housing units would be relatively small in size relative to the increase anticipated in the 1995 Comprehensive Plan (less than one percent) and would be spread out throughout the city. The potential increase in housing units due to the proposal is considered to be within the overall range of household increase anticipated in the City's Comprehensive Plan.

Proposed measures to reduce or respond to such demand(s) are:

For transportation, please see mitigations identified in response to question 6, above.

The City has an adopted 2008-2014 Capital Facilities Plan. Also, the city actively engages in planning for public facilities. The Comprehensive Water Plan and new Comprehensive Sewer Plan were adopted by the city in 2001. The Comprehensive Drainage Plan was adopted in 2002. A Comprehensive Transportation Plan was adopted in 2005 with updates during the 2006 Comprehensive Plan amendment cycle. These plans help ensure that utility impacts are adequately monitored and evaluated on a project level and city-wide basis.

³ City of Auburn. Comprehensive Transportation Plan. Adopted in 2005. Last amended in 2007.

⁴ City of Auburn. Comprehensive Plan. Adopted in 1986. Last amended in 2008.

TO BE COMPLETED BY APPLICANT

7. **Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.**

The proposal does not conflict with local, state, or federal laws or requirements for protection of the environment. The proposal is consistent with the City's adopted Comprehensive Plan.